
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
MODELING TASK FORCE
September 25, 2013

MINUTES

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE
MODELING TASK FORCE.**

The Modeling Task Force held its meeting at SCAG's Main Office in Los Angeles on September 25, 2013.

Members Present:

Tim Byrne (Chair)	SANBAG
Ali Banava	Iteris
Ambarish Mukhejee	LSA
Brian Smolke	OCTA
Chaushie Chu	Metro
Damon Davis	Caltrans
Daryl Zerfuss	Stantec
Firooz Hamedani	Caltrans – Dist. 12
Gustavo Jimenez	Fehr & Peers
Jinghua Xu	Parsons Brinckerhoff
Kyra Tao	Parsons Brinckerhoff
Loren Bloomberg	CH2M Hill
Mahmoud Ahmadi	Afsha Consulting
Mehul Champaneri	AECOM
Paul Burke	Metro
Robert Farley	Metro
Steve Greene	AECOM
Steve Weller	CH2M Hill
Tom Williams	Sierra Club
Tony Van Haagen	Caltrans – Dist. 12

SCAG Staff Present:

Cheryl Leising (via web-conference)	Hao Cheng
Javier Aguilar	Hsi-Hwa Hu
Rajeev Seetharam	Guoxiong Huang
Bayarmaa Aleksandr	Tianye Wei
Jung A Uhm	Sreedhar Nambisan

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1.0 CALL TO ORDER AND INTRODUCTIONS

Tim Byrne (SANBAG) Chair, called the meeting to order at 10:00 AM and introductions were made.

2.0 PUBLIC COMMENT PERIOD

Dr. Tom Williams, Sierra Club Transportation and LA-32 Council Board Member brought up the consistency between the 2012 Census in the next RTP. He mentioned that the last RTP didn't provide input and outputs.

Dr. Guoxiong Huang, SCAG commented that the new RTP will incorporate the information that is requested.

3.0 CONSENT CALENDAR

3.1 Approval Items

The July 24, 2013 meeting minutes were approved.

4.0 INFORMATION ITEMS

4.1 Updates on Subregional Modeling Programs

Tim Byrne gave the status for SANBAG's Model (SBTAM), which was developed by Parsons Brinckerhoff utilizing SCAG's Subregional Modeling Tool. They have embarked on a new countywide transportation plan and are validating their Model to 2012 conditions.

Brian Smolke, OCTA provided an update on the OCTAM Model, 3.4.1. OCTA is in the later stages of finalizing their TransCad model. It should be ready for use in about 6 months to a year. Also discussed was the OCTAM zone system.

Robert Farley provided an update of Metro's activities, which include incorporating all of the sub models and other minor improvements. They are making use of onboard surveys for Metro and other municipal systems and plan to be completed in a few weeks. Metro is about two thirds done with their zone system.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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4.2 SCAG's Activity-Based Modeling Project

Rosella Picado (Parsons Brinckerhoff) gave a presentation on SCAG's new AMB Model. The purpose of the year 2012 ABM model update and validation program is to develop a base year model for the analysis of 2016 RTP and related programs, including conformity analysis and the development of Sustainable Communities Strategy.

The concept utilizes SimAgent, an activity-based or agent-based model that simulates the entire weekday travel pattern of each person in the SCAG region. Modeling objectives include: improving the representation of auto and transit choices and their attributes, improving sensitivity to level of service attributes across all relevant sub-models, improving the representation of accessibility, and improving the sensitivity to land use/built environment. Also discussed were proposed model updates, quality checks, and travel survey expansion.

For further information or to view the presentation, the PowerPoint presentation is available at: <http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

4.3 LACMTA's SR-710 North EIR/EIS Modeling Analysis

Loren Bloomberg and Steve Weller (CH2M Hill) gave a presentation on the SR-710 North EIR/EIS Study. The goal of the Study is to effectively and efficiently accommodate regional and local north-south travel demands in the study area of the Western San Gabriel Valley and East/Northeast Los Angeles. There were five alternatives that are being studied, based upon the benefits and impacts on the area. There is a significant modeling analysis that is being conducted for the study, as well as extensive stakeholder involvement.

Steve discussed the validation approach, findings, and status. The 2012 model validation was based on FHWA Guidelines with technical guidance from Metro, Caltrans, and SCAG. CH2M Hill is currently conducting baseyear year and future year model runs to evaluate the 5 alternative scenarios. Next steps include: 1) completing the 2013 model runs (input to environmental analysis); 2) conducting traffic analysis for freeway and surface streets; 3) an assessment of transit, parking, and bike/pedestrian options, and 4) completing documentation.

For further information or to view the presentation, the PowerPoint presentation is available at: <http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

4.4 Principles of Distributed Traffic Control

Ketan Savala (USC) gave a presentation on his research involving adaptive signal control, distributed traffic control and the stability of dynamical traffic networks. Ketan mentioned that his talk would be on a more abstract and on a conceptual level.

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Ketan's presentation focused on the following topics 1) Motivation for a dynamic traffic networks, 2) Moving from static to dynamical traffic networks, 3) Dynamics = capacity constraints + route choice + traffic controls, 4) Stability and resilience, and 5) Conclusion and future work.

For further information or to view the presentation, the PowerPoint presentation is available at:
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4.5 SCAG's Transit Network Development

Yongping Zhang (SCAG) gave an overview of the development of SCAG's base year transit network including LACMTA's TripMaster database conversion and SCAG's Transit Level of Service Project. Yongping presented the TripMaster database portion to the Task Force.

There are currently 130 operators and 2.7 million daily boardings within the SCAG region. For 2016-2040 RTP/SCS, the objective is to build the 2012 base year transit networks with details, accuracy, coverage for all SCAG counties. The goal for data collection is to build a complete transit database that covers key attributes from the National Transit Database (NTD) and information from TripMaster for most fixed routes in the region. Challenges are that historically, transit networks are coded manually, and with each planning cycle, network attributes need to be updated. For the SCAG region, it is extremely difficult to go through each route to update the changes manually. With TripMaster, the solution will be to automate the updating process as much as possible.

Due to time constraints, Paul Burke's portion of the presentation was postponed to a future meeting.

For further information or to view the presentation, the PowerPoint presentation is available at:
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5.0 CHAIR'S REPORT

There was no Chair's Report.

6.0 STAFF REPORT/INFORMATION SHARING

There was no Staff Report.

7.0 FUTURE AGENDA ITEMS

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MINUTES

Members were asked to submit suggestion for future agenda items to Mike Ainsworth or Tim Byrne.

8.0 ADJOURNMENT

There being no further business, the Meeting was adjourned at 12:00 pm. The next meeting of the Modeling Task Force will be held on January 22, 2014 at the SCAG offices in downtown Los Angeles at 10:00 am.